the problem to the Central Government; and

(d) if so, what further action Government have taken in this regard?

THE MINISTER OF STATE OF THE-MINISTRY OF WELFARE (DR. RA-JENDRA KUMARI BAJPAI): (a) and
(b) The Government has advised the State Governments and Union territories to assess the situation in their States Territories and to draw up an integrated plan of action to tackle the problem of drug addition They have been advised to draw up action plans for awareness education program-in *is* set up guidance and counselling for deaddiction and rehabilitation centres, and to mobilise voluntary organisations for action to combat the problem of drug addiction. The States have also been advised to set up a Coordination Committee to coordinate the activities of the Government Departments and non-governmental agencies and to monitor the progress of implementation in this regard.

(c) Proposals for setting up counseling and guidance centres, de-addiction centres, organising camps and for awar-ness education programmes have been received from 9 States|Union Territories so far.

(d) Proposals are being processed and Central assistance is being given in suitable cases for specific activities. In addition, training of workers is being organised and publicity campaigns undertaken which would help such effort all over the country.

Mass rapid transport system for the Capita]

*3. SHRI SOHAN LAL DHUSIYA; SHRI KAPIL VERMA:

Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) what are the recommendations of the Task Force set up by the Ministry of Urban Development for the evaluation of the different modes of Mass Rapid Transport systems to meet the growing needs of the capital and what are the details of the recommendations about magnetic levitation system based on permanent magnets.

(b) what are th,plans in this regard; and

(c) what has been the level of perfor mance of the Ring Railway around the capital and in case the performance level is low. what are the reasons therefor?

THE MINISTER OF URBAN DEVE-LOPMENT (SHRIMATI MOHSINA KIDWAI): (a) The recommendations the Task-Force set up by the Ministry of Urban Development are laid on the Tabic of the House as Statement. *(See* below).

(b) The recommendations of the Task Force are being examined.

(c) Performance of the Ring Railway as a Goods Avoiding Line has been satisfactory. It has not been vary useful for intra-city commuter traffic for a variety of reasons, such as, uncomplimentary land use in the area along the Ring Rail; low frequency of the EMU services; some reluctance of the commuters to use multi-modal system for journey to work place and back; non-availability of single ticket system; and the origin and destination of commuter traffic being different from the Ring Rail alignment etc.

Statement

The following are the recommendations made by the Task Force;—

(1) To start with, the Mass Rapid Transit System may be introduced on the 36 Kms. long East-West Corridor because traffic density is highest on this
corridor.

(2, Only two systems of Mass Rapid Transit system would meet the requirements of Delhi, namely,

(i) The conventional Rail Based Rapid Transit System (LRT); and

(ii) The magnetic levitation system based on permanent magnets (M -Bahn system).

(3) M-Bahn system appears to be an attractive option because of its expected lesser total cost improved technology and it being almost noiseless.

However, this system has not been tried out over long distances, with heavy loading, and as a commercial venture, the world. Detailed quotations may be obtained for both the stem and the M- Bahn system for the full length (about 36 kms.) of the East-West Corridor. If, on basis of the quotations received, and to be cost effective and competitive, the system should be tried out over a distance of ed to full operational trials. If the trials are not satisfactory we could change over to the conventional LRT system.

(4) If it is decided to adopt the M-Bahn system, all the required guarantees and, preferably, some equity participation, should be secured, as a measure of caution, from the manufacturers who have evolved the M-Bahn system so that the risks of the Government of India are minimised.

(5) The identified alignment of the West Corridor should be providedwith underground, surface and elevated. Since the costs are very high, only a small portion of the MRTS should be kept to the minimum, not exceeding 6 kms-3 kms on either side of Connaught-Place. In the entire trans-Yamuna area the system could be on the surface. In the remaining portion of the corridor, surface or elevated system will have to be provided, depending upon the space

(6) The expenditure on the MRTS, which will be of the order of Rs. 750 crore to be borne in the ratio of 40:30:30 by the Delhi Administration, the three local bodies (Muni-cipal Corporation of Delhi, the New Delhi Municipal Committee and the Delhi Cantonment Board), and the Central Government.

(7) A Unified Metropolitan Transport Authority to take an overall integrated of the total transportation system of Delhi may be set up under the chairmanship of the Lt. Governor, Delhi, with, *inter alia,* the senior officers of the Delhi Administration, local bodies, the concerned ministries of the Govt. of India and the heads of the transport organisations under its umbrella.

Fall in Sugar Production

4. SHRIMATI RATAN KUMARI: SHRI BEKAL UTSAHI

Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state:

(a) whether there had been a steep fall in the production of sugar in the country recently;

(b) if so, what has been the percentage of decrease in sugar production;

(c) what are the reasons for the shortfall in sugar production;

(d) the steps which Government propose to take to meet the domestic demand of sugar in the country;

(e) whether there is a proposal to import to meet the situation; and

(f) if so, the details thereof?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND THE MINISTER OF FOOD AND CIVIL SUPPLIES (SHRI H.K.L. BHAGAT): (a) No, Sir.

(b) The sugar production during 1986-87 season increased by about 21.4 per cent over the last year's production.

(c) Does not arise.

(d) Government have sufficient stocks of indigenous and imported sugar to meet the domestic demand of the country.

(e) and (f) Need for further import of sugar, if any, will be considered at the appropriate time after taking into account the availability of indigenous sugar production/consumption trend during 1987-88 season.